

## **REMARKS**

Claims 1-20 are now pending in the application. Claims 1-20 stand rejected. The Examiner is respectfully requested to reconsider and withdraw the rejections in view of the amendments and remarks contained herein.

### **OBJECTIONS TO CLAIMS**

Claims 4 is objected to because of informalities, specifically, Claim 4 improperly depended from itself. Claim 4 has been amended, as shown above, to properly depend from Claim 1. Therefore, Applicants respectfully request the withdrawal of this objection.

Claims 5, 12 and 19 are objected to because of informalities, specifically, each claim improperly recited "Ethernet RF-45". Each of Claims 5, 12 and 19 have been amended, as shown above, to properly recited "Ethernet RJ-45". Therefore, Applicants respectfully request the withdrawal of this objection.

### **REJECTION UNDER 35 U.S.C. § 103**

Claims 1-20 stand rejected under 35 U.S.C. § 103(a) as being unpatentable over Ronald (U.S. Pat. No. 5,880,867) in view of Hiett (U.S. Pat. No. 6,477,152). This rejection is respectfully traversed.

1. Regarding Claims 1-9, Claims 2-9 depend from Claim 1. Claim 1 has been amended to recite, "A system for providing wireless communication within a local area network (LAN) onboard a mobile platform, said system comprising: at least one seat transceiver mounted to each of a plurality of passenger seats located in a passenger seating area; at least one passenger service unit (PSU) located above the passenger seating area, said PSU comprising at least one PSU transceiver; and a direct path infrared (IR) signal transmission link between said seat transceiver and said PSU transceiver, said direct path IR transmission link configured to transmit data between said seat transceiver and said PSU transceiver."

Neither Ronald nor Hiett describe, show or suggest a communication system on board a mobile platform that includes at least one seat transceiver mounted to each of a plurality of passenger seats located in a passenger seating area. Rather,

Ronald describes infrared transceiving pairs 1201, 1203 and 1205 directly wired to an access point 1223 located behind a luggage bin 1227. The infrared transceiving pairs 1201, 1203 and 1205 are located underneath the overhead bins 1225 and 1223. Through the infrared transceiving pairs, a passenger's equipment that uses its own infrared transceiver pair may be coupled to the network. For example, a passenger located in a seat 1231 may couple a portable computer 1233 sitting on a tray-table 1235 to the network via its own transceiver pair (not shown) and the infrared transceiver pair 1207. Additionally, Hiatt describes a receiver user interface 302 that may comprise any suitable system for presenting the information to the user, for example a display or an audio transducer. The receiver user interfaces suitably comprise seat-back displays and/or portable computer systems connected to the router 308 via the aircraft LAN 304. Thus, neither Ronald nor Hiatt describe, show or suggest a communication system on board a mobile platform that includes a seat transceiver mounted to a passenger seat.

Therefore, for at least the reasons set forth above, Applicants respectfully submit that amended Claim 1 is patentable over Ronald in view of Hiatt. When the recitations of Claims 2-9 are considered in combination with the recitations of amended Claim 1, Applicants respectfully submit that Claims 2-9 are likewise patentable over Ronald in view of Hiatt.

2. Regarding Claims 10-15, Claims 11-15 depend from Claim 10, which has been amended, as shown above, to include limitations similar to the limitations set forth above in amended Claim 1. In accordance with the comments set forth above with respect to amended Claim 1, Applicants respectfully submit that amended Claim 10 is also patentable over Ronald nor in view of Hiatt. When the recitations of Claims 11-15 are considered in combination with the recitations of amended Claim 10, Applicants respectfully submit that Claims 11-15 are likewise patentable over Ronald in view of Hiatt.

3. Regarding Claims 16-20, Claims 17-20 depend from Claim 16. Claim 16 has been amended to recite, "A method for providing wireless communication within a local area network (LAN) located on a mobile platform, said method comprising:

locating at least one passenger service unit (PSU) above a passenger seating area, each PSU including a PSU transceiver and adapted to exchange communications with at least one LAN server onboard the mobile platform; providing a direct path IR signal transmission link between the PSU transceiver and at least one of a plurality of seat transceivers adapted to exchange communication with the PSU transceiver, wherein each seat transceiver is mounted to a respective one of a plurality of passenger seats; providing a redundant optical signal path between the PSU transceiver and the seat transceiver to reduce signal interference; and providing at least one interface port connected to the seat transceiver, such that a passenger can connect a client system to the interface port and thereby access the LAN server.”

As set forth above with respect to amended Claim 1, neither Ronald nor Hiett describe, show or suggest a communication method for providing wireless communication within a local area network (LAN) located on a mobile platform that includes providing a direct path IR signal transmission link between a passenger service unit transceiver and at least one of a plurality of seat transceivers adapted to exchange communication with the PSU transceiver, wherein each seat transceiver is mounted to a respective one of a plurality of passenger seats. Additionally, neither Ronald nor Hiett describe, show or suggest such a communication method including providing a redundant optical signal path between the PSU transceiver and the seat transceiver to reduce signal interference. Rather, Ronald describes transceiving pairs 1201, 1203 and 1205 directly wired to an access point 1223 located behind a luggage bin 1227. The access point is communicatively coupled to the server 1153 via a communication pathway 1175. The communication pathway 1175 can be constructed in several different ways. In one embodiment, the communication pathway 1175 constitutes coaxial Ethernet links, although alternate types wired links might be employed. To minimize noise, the coaxial cable can be housed in a shielded passageway behind the overhead luggage bins. A preferred embodiment includes two types of links for the communication pathway 1175. For example, fiber and infrared links or fiber and coaxial links might be employed. Hiett describes information is provided to the user by the receiver user interface 302 for presenting the information to the user, for example a display or an audio transducer. Thus, neither Ronald nor Hiett describe, show or

suggest a redundant optical signal path between the PSU transceiver and the seat transceiver to reduce signal interference.

Therefore, for at least the reasons set forth above, Applicants respectfully submit that Claim 16 is patentable over Ronald in view of Hiatt. When the recitations of Claims 17-20 are considered in combination with the recitations of amended Claim 16, Applicants respectfully submit that Claims 17-20 are likewise patentable over Ronald in view of Hiatt.

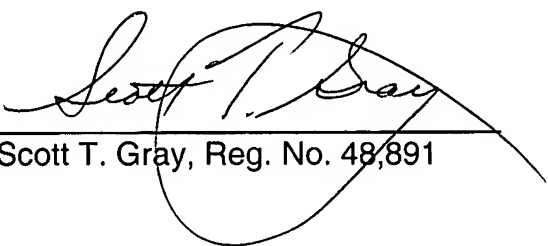
### CONCLUSION

It is believed that all of the stated grounds of rejection have been properly traversed, accommodated, or rendered moot. Applicant therefore respectfully requests that the Examiner reconsider and withdraw all presently outstanding rejections. It is believed that a full and complete response has been made to the outstanding Office Action, and as such, the present application is in condition for allowance. Thus, prompt and favorable consideration of this amendment is respectfully requested. If the Examiner believes that personal communication will expedite prosecution of this application, the Examiner is invited to telephone the undersigned at (248) 641-1600.

Respectfully submitted,

Dated: 4/1/04

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